



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | BATTLE CREEK, MI | Accident Number: | CHI91LA179 |
| Date & Time: | 06/01/1991, 1310 EDT | Registration: | N2596P |
| Aircraft: | LAKE LA-4-200 | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

THE CFI SAID THAT WHILE TAXIING ON STEP THE ACFT ENCOUNTERED A POWER BOATS WAKE AND BECAME AIRBORNE. THE STUDENT PILOT REDUCED THE POWER, AND THE ACFT PITCHED DOWN. THE CFI TOOK OVER THE CONTROLS, BUT WAS UNABLE TO ARREST THE DESCENT AND THE ACFT STRUCK THE WATER NOSE DOWN, AT ABOUT A 30 DEGREE ANGLE. THE ACFT NOSE FILLED WITH WATER AND SANK.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AIRCRAFT CONTROL BY THE DUAL STUDENT WAS NOT MAINTAINED, REMEDIAL ACTION BY THE CFI WAS DELAYED, WHICH RESULTED IN A STALL/MUSH. A FACTOR RELATED TO THE ACCIDENT WAS ROUGH WATER CAUSED BY A POWER BOAT WAKE.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (F) TERRAIN CONDITION - WATER,ROUGH
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (C) STALL/MUSH - ENCOUNTERED - PILOT IN COMMAND(CFI)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|---|
| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 29 |
| Airplane Rating(s): | Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Glider; Gyroplane; Helicopter | Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Glider; Gyroplane; Instrument Airplane |
| Flight Time: | 2100 hours (Total, all aircraft), 25 hours (Total, this make and model), 1850 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | LAKE | Registration: | N2596P |
| Model/Series: | LA-4-200 LA-4-200 | Engines: | 1 Reciprocating |
| Operator: | BROOK AERO, INC | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | IO-360-A1B |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

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|---|----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | BTL, 953 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 2500 ft agl | Wind Speed/Gusts, Direction: | 3 knots / , 200° |
| Temperature: | -18° C | Visibility | 6 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Destination: | | |

Wreckage and Impact Information

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|-----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): John Hruban Adopted Date: 02/08/1993

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.